(ii) review and update the recommendations of the Sarkaria Commission especially the vital question of devolution of financial powers from the Central Government to the State Governments;
(iii) examine the changes required in article 356 of the Constitution of India;
(iv) consider the current views of the State Governments on 1979 recommendations on which there was a consensus in the Sub-committee and also the 12 items on which there was no consensus;
(v) process all matters pertaining to Centre-State relations before they are taken up for consideration in the Inter-State Council;
(vi) monitor the implementation of decisions taken on the recommendations of the Council; and
(vii) consider any other matter referred to it by the Chairman/ Council.

The first meeting of the Standing Committee was held on January 15, 1997. The next meeting is expected to be held shortly.

The National Development Council was set up by a resolution of the Cabinet Secretariat. The Planning Commission acts as the Secretariat for the National Development Council and provides such administrative or other assistance for the work of the National Development Council as may be needed. The Sarkaria Commission has made some suggestions regarding the functioning of the National Development Council on which the Government has to take a view. The last meeting of the National Development Council was held recently on January 16, 1997.

अन्तर्राज्य सड़क पुलों के निर्माण के लिए गुजरात को निधियों का आवंटन

524. श्री चीमनभाई हरीभाई शुक्ल: क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या गुजरात सरकार को पिछले तीन वर्षों के दौरान आर्थिक महत्व के अन्तरराज्य सड़क पुलों के निर्माण के लिए कोई वित्तीय सहायता दी गयी है;

(ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है;

(ग) यदि नहीं, तो उसके क्या कारण हैं; और

(घ) केन्द्रीय सहायता उपलब्ध कराने हेतु ऐसी परियोजनाओं के चयन के लिए क्या-क्या मानक निर्धारित किये गये हैं?

जल-भूतल परिवहन मंत्री (श्री टी० जी० वेंकटरामन): (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) आठवीं पंचवर्षीय योजना के दौरान केन्द्रीय क्षेत्र के सड़क कार्यक्रम के अंतर्गत अत्यंत कम निधियां आबंटित किए जाने के कारण गुजरात राज्य के लिए आर्थिक और अंतर्राज्यीय महत्व (ई एंड आई) की स्कीम के अंतर्गत किसी प्रस्ताव का अनुमोदन नहीं किया जा सका।

(घ) पर्याप्त संसाधनों की उपलब्धता और प्रस्तुत किए जा रहे विस्तृत प्राक्कलनों के अध्यधीन निम्नलिखित श्रेणियों की सड़क/पुल परियोजनाओं पर ई एंड आई के अंतर्गत विचार किया जाता है:—

(i) सीधे संचार को सुनिश्चित करने के लिए आवश्यक अंतर्राज्यीय सड़कें/पुल।

(ii) ऐसे नए क्षेत्रों को जोड़ने के लिए अपेक्षित सड़के/पुल जहां निकट भविष्य में रेलमार्ग सुविधाएं उपलब्ध नहीं कराई जा सकती।

(iii) ऐसी सड़के/पुल जिनसे तीव्र आर्थिक विकास में योगदान प्राप्त हो सके अर्थात पहाड़ी क्षेत्रों और ऐसे स्थानों में जहां दोहन के लिए खनिज संसाधन हों।

(iv) राष्ट्रीय राजमार्गों को जोड़ने वाली सड़कें अथवा मार्गस्थ पुल।

Proposals for Declaring of New National Highways in Gujarat

525. SHRIMATI URMILABEN CHIMANBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have recently received any proposal from the Government of Gujarat for declaring new National Highways in the State;

(b) if so, the present status of those proposals;

(c) whether Government have accepted any proposal for declaring National Highways in the State;

(d) if so, the details thereof; and

(e) if not, the reasons therefor and the length of Highways declared during the Eighth Plan period?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) No. Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) Due to paurity of funds and continued resource crunch, it has not been possible to add any new national highway in Gujarat. A length of 609 kms has been added to the national highway network during the 8th Plan period in the country.

Expansion of Kandla Port

526. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have prepared a plan for the expansion of Kandla Port and sanctioned 30 jetties in its expansion programme;

(b) if so, whether it is a fact that only 8 jetties have been build so far against the 30 jetties sanctioned;

(c) the reasons for not taking up the work of remaining jetties; and

(d) the time required for the completion of the work of jetties at the Port?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) to (d) Kandla Port Trust has prepared a Perspective Master Plan of Kandla Port for development upto the year 2020 A.D. The port has constructed 7 cargo berths and 4 Nos. Oil jetties. In addition, 2 Virtual jetties have been constructed by Indian Oil Corporation Limited and Hindustan Petroleum Corporation Limited, and M/s. Indian Farmers Fertiliser Cooperative Limited are constructing a captive liquid jetty. Contract for 8th cargo berth has been awarded. Tenders for 9th and 10th cargo berths have been issued. Construction of more cargo berths and more oil jetties would depend upon the requirement.

Scheme For Privatisation of Port Development

527. SHRI SANJAY DALMIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to issue guidelines to encourage the setting up of port based captive power projects by private sector;

(b) if so, whether these guidelines are a part of the scheme relating to privatisation of port development;

(c) if so, the details thereof; and

(d) by when these are likely to be implemented?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) and (b) Government has issued guidelines for private sector participation in port projects which include guidelines further setting up of captive power plants.

(c) Salient features are as under:—

(i) The need for the project will be assessed by the Port.

(ii) Guidelines of Ministry of Power and other authorities like Central Electricity Authority/State Electricity Board etc. have to be followed and clearance, if any, obtained.

(iii) Open tenders will be invited with the stipulation that modern machinery/technology will be installed and in new condition.

(iv) Bids will be invited based on two-cover system consisting of technical and financial bids. Financial bids of only those bidders will be opened who have been technically qualified.

(v) The private sector participation would be on BOT basis with a [illegible] to be decided by the Port Trust in each case with a